

March 1, 2007
31 chevy progress - 13th status



I received the wood that forms the top of the body and installed it. I then checked the doors for fit and found major problems. Nothing lined up. After examining several pictures of the wooden framework in other cars, I realized that some of my wood had been modified. The roof rail pieces had been shortened at the front where they meet the wood above the windshield. Other pieces didn't fit correctly when I attempted to install the cowl. I obtained measurements from my wood supplier's patterns and determined that pieces that fit in the cowl were not made properly, so I ordered additional pieces. Hopefully, I will receive them in a couple weeks. The incorrect pieces were made by another east coast wood manufacturer.

Tommy has finished reworking the right front fender, and it is ready to paint. He is currently working the left front fender.

The patch panels for the door bottoms have been installed. My friend John and I made replacements for the wood in the door bottoms out of ash, and I have installed them in the doors. Tommy will need to do some minimal work on each door to prepare for paint. I removed the door latches and window regulators from their wooden mounts and have repaired and painted the old wood, which was still in good shape.

My friend Bill gave me some new chrome plated skins for hubcaps, so I removed the old skins from five hubcaps and have blasted and painted the hubcaps. The next step will be to install the new skins, which appears to be fairly easy. I need to find one more original hubcap to complete the set for this six wheel car.

Don, my Denver supplier sent me a used rear bumper bracket to replace the broken one that came with the car. Unfortunately, the bracket was for a car with double bar bumpers, and mine has single bars, which was a mid-year change in 1931. I shipped the bracket back yesterday after Don advised that he had the correct one in stock. Don provided considerable information about the installation of the radiator stone guard and is shipping me the additional pieces I need to complete that part of the project.

Several other parts have been received including: reproduction right taillight stand, locking door handle, locking trunk handle, lock and latch plate, lower grill shell trim, and gauge faces.

I removed the old glass pieces from their metal channels for the doors and windshield, blasted and repainted them. I found only minimal rust, which is amazing after 75 years. Most of the rust damage I found in the car has been in the bottom areas where wood was located.

My friend Paul figured out how to remove the lock cylinders from the door and trunk handles, and I shipped the handles to the chrome plater along with the interior door hardware.

Last week I spent a day repairing the lower grill shell and preparing it for paint. Three of the five tabs that hold it in place had been broken off.

A man in Oregon advised that he can coat my headlight reflectors with aluminum, which will make them as good as today's lighting systems. Nickel plating is required first, so I dropped them off at a local plater for that part of the process.

Yesterday, I removed the tires from my two spare wheels, and I will prepare them for painting. The other four will be handled later.

Sid